

# Jim Crow Car Laws — 1923

Alabama

## "JIM CROW" BILL IS DEFERRED BY SENATE COMMITTEE THURSDAY

### Final Action Will Be Taken Later, Is Report of Board

Senator Brower's bill, seeking an amendment to the state "Jim Crow" law to include street railways, Wednesday afternoon was deferred by the senate committee on commerce and common carriers, after a lengthy deliberation.

Lee C. Bradley, receiver for the Birmingham Railway, Light and Power Company; City Commissioner W. E. Dickson, and a number of citizens of Birmingham, appeared before the committee and expressed themselves on the provisions of the bill. Final action on the measure, it was decided, will not be taken up until a later meeting of the committee.

Mr. Bradley, one of the first speakers, declared that the street railway company of Birmingham was willing to make any reasonable change in the seating arrangement of the street cars of Birmingham desired by street car patrons.

The one-man "safety cars," however, were installed on several lines of the city at a cost of approximately \$350,000, he said, expressly for the convenience and service of street car patrons. Since their installation, he declared, they had rendered fully twice the service the larger cars had rendered, and to revise the system would probably result in an impairment of this service.

In addition to deferring action on the Brower bill, the commerce and common carrier committee advised one measure and deferred action on another.

The bill which would authorize railroads to issue intrastate passes to members of the state tax commission and secretaries when on official business, was advised.

Senator Brooks' bill, providing for uniform bills of lading, was deferred to a future meeting of the committee.

### JIM CROW CARS TO COST THIS

3/24 COMPANY \$1,000,000.

23 Dallas, Texas

Dallas Express

Birmingham, Ala., March 23.—It will cost the Birmingham Railway, Light and Power Co., \$1,000,000 to install "Jim Crow" cars in its service to meet the provisions of the "Jim Crow" ordinance recently adopted by the City Commission last week. The company is complaining bitterly about the hardship the ordinance imposes on the ability to provide an adequate number of cars to meet the demands of the new situation. Many white citizens are opposed to the law.

## ARE THE NEGROES WANTED IN THE BIRMINGHAM DISTRICT

Bham Reporter - Bham, Ala.

AN EDITORIAL 3-17-23

The City of Birmingham, by its commissioners, has adopted an ordinance requiring partitions and separate entrances for two races on all street cars operated in Birmingham.

Mr. J. S. Peavey, co-receiver of the Birmingham Railway, Light and Power Company, will ask Judge W. I. Grubb, of the Federal Court, for instructions. The company is now bankrupt and this requirement of the city commissioners calls for an expenditure of six hundred thousand dollars. Mr. L. W. Dudley, a prominent citizen of Woodlawn, stated to the commission that he had never seen a Negro encroach on the white sections of the cars, but on numerous occasions had seen white people take advantage of the Negro compartment.

Messrs. John W. Sibley and J. L. Yancey both stated the one man cars had been giving satisfaction to their respective lines.

Already the cars have separate and distinct seats for both white and colored. The company is in a crippled financial condition and to impose further hardship on it is to retard the progress of Birmingham.

Negro workers, good and substantial colored Alabamians, are daily leaving the State in large numbers. It is now an economic problem that confronts the business men of this district contributed by an element that are neither producers or promoters of business and progress.

The colored leader who desires and preaches peace and good will between men is sadly handicapped by efforts calculated to stir racial friction and cause the great mass of colored workers to believe that they are not wanted in the Birmingham district.

### SEGREGATED PLAN FOR STREET CARS MEETS WITH FIGHT

Montgomery Advertiser Birmingham Business

### Body Points Out Inconvenience to Both Races

Montgomery Ala. Special to The Advertiser

BIRMINGHAM, ALA., March 20.—The Birmingham Chamber of Commerce today attacked the ordinance recently enacted by the Birmingham city commission ordering separate compartments for the races on all street cars, terming it "indefensible."

The trade body takes the position that many white passengers will be forced to stand when partitions are built in cars and that white school children will be among the worst sufferers under an ordinance which does not allow shifting of seating capacity to accommodate one race or another. Under present seating arrangements, seat boards are placed by operators to accommodate the greatest number. The Chamber of Commerce argues that when this flexible seating arrangement is discarded under terms of the new law, both races will suffer inconvenience.

### Jim Crow Ordinance Separating Races in Street Cars Adopted

Montgomery Advertiser

(Special to The Advertiser)

BIRMINGHAM, ALA., March 18.—By unanimous vote the city commission today adopted a Jim Crow ordinance providing that separate cars or separate compartments with separate entrances for white and negro passengers must be provided on all street car lines in Birmingham. 3-14-23

Complete suspension of street car service on all lines on which one-man and pay-as-you-enter street cars are operated for a period of approximately ten months will result from enforcement of the ordinance, according to J. S. Peavey, general manager and co-receiver of the Birmingham Railway, Light and Power Company.

Mr. Peavey stated that the traction company did not own sufficient separate entrance cars to replace the one-man and pay-as-you-enter cars, and that it would take at least ten months to have a sufficient number built. He declared that the cost of making the change as required by the ordinance would amount to approximately \$750,000.

### JIM CROW LAW TO HIT STREET CAR COMPANY

BIRMINGHAM, ALA., March 12.—Enforcement of the proposed Jim Crow street car ordinance which is scheduled for adoption at a meeting of the city commission tomorrow, will cost the Birmingham Railway Light and Power Co., approximately \$750,000 according to statements today by the company. Montgomery Advertiser

Practically every car owned by the company, it is stated, will be affected. It is said that about sixty one-man cars and cars of that type would have to be discarded, other cars rebuilt, and from 55 to 60 new cars purchased.

Adoption of the ordinance with one or two minor changes was agreed upon at a conference of the commission this morning, according to statements of members. It was stated that the principal amendment to the ordinance as it now drafted, probably will be a provision holding up the enforcement of the law for thirty days to give the company an opportunity to put its equipment in shape to meet the provisions of the ordinance.

### Advice As to Clean-Up Campaign.

To the Editor of The Register:

The proclamation of Mayor R. V. Taylor, designates the first week in April as Clean-Up Week. This should be of interest to every citizen. The housewife on her own accord, has a clean-up every spring, to head off the insects that are a pest to every home, and chase the dirt out of places hidden from view. There was one time when Mobile had a sure enough clean-up, and the work continued until it was completely done. It was when the bubonic plague appeared in New Orleans, and work began without any loss of time to prevent the plague entering here, the disease being transmitted by fleas, with the rats as carriers. . . . When the people knew that the rat was the menace, the rat had to go; and if you can show the people that many insects, and vermin are the carriers of other deadly diseases and how the best United States health methods deal with this menace, you will find a ready public anxious to help in the work. Mobile Register

April the second is the time to start. Open up all doors and windows, let in the air and sunshine, take down curtains and shades, open every receptacle that holds clothes, papers, books, or anything else. Take them out. Take your bed down, or anything else that can come loose; throw as much in the sunshine as possible. You will find the places where insects and vermin have lodged throughout the winter. Have screens repaired, stop all cracks and holes where insects can hide. Paint, varnish and plaster of Paris, are good. Many other things can be used. Get traps for rodents. This applies to every building. As the clean-up week is a voluntary request, you prefer to be a volunteer. 3/30/23

The amount of help needed to assist in this work to clean-up, scrub-up, rake-up, patch-up, paint-up, will give many men and women work. Keep it up, until your home and office can pass inspection.

Geo. W. Jones,  
1155 Church Street,  
Mobile, Ala., March 27, 1923.

### RIGID JIM CROW LAW

### PLAN IN BIRMINGHAM

Montgomery Advertiser (Special to The Advertiser) BIRMINGHAM, ALA., March 10.—

Drastic provisions requiring separate compartments with separate entrances for white and negro passengers or entirely separate cars will be included in a Jim Crow ordinance to be introduced by Commissioner William L. Harrison at the regular commission meeting Tuesday according to an announcement today. 3-11-23

Immediate action following the opinion that the Alabama Public Service the question of one-door cars, was decided upon at a conference of city officials.

The proposed ordinance would make it unlawful to operate any car on the streets of Birmingham without separate entrances for white and negro passengers.

### JIM CROW ORDINANCE ENFORCEMENT PUT OFF

BIRMINGHAM, ALA., April 12.—Enforcement of Birmingham's Jim Crow ordinance was today formally postponed for thirty days by the city commission. Montgomery Advertiser

By unanimous vote the commission adopted an amendment to Section 6 of the ordinance making it effective sixty days instead of thirty days after its original publication. The ordinance was to have become effective Sunday, but since the passage of the amendment it becomes effective May 15.

Conferences with Lee C. Bradley, receiver, and J. S. Peavey, president and co-receiver of the Birmingham Railway, Light and Power Company, will be resumed Monday. Efforts are being made, according to Commissioner William L. Harrison, to reach a basis of settlement on all of the issues between the city and the company. The postponement of the enforcement of the ordinance pending the outcome of present negotiations was agreed to by the commission at a conference yesterday.



Jim Crow Car Laws—1923.

## Refused To Travel In 'Jim-Crow' Coach; Thrown Off Train

Victim Takes Case to Court  
of Appeals and Is  
Awarded \$500.

NEW YORK, May 24.—James A. Cobb, chairman of the Legal Committee of the District of Columbia Branch, National Association for the Advancement of Colored People, has won before the Court of Appeals in the District of Columbia, a Jim-Crow case involving the right of a colored passenger to travel from Maryland into Washington without having to change to the Jim-Crow section of the car he was riding in. The case, won on appeal, awards \$500 and costs to Mr. Cobb's client.

William A. Waller, the plaintiff, for whom the victory was won, was ejected from a train operated by the Washington, Baltimore and Annapolis Electric Railroad Company, because, having purchased a ticket from Maryland into Washington, he refused to change to the Jim-Crow section of the train when ordered to do so by the conductor.

The eviction took place in the State of Maryland, about midnight, and Mr. Waller was compelled to remain there until sometime the next morning.

In affirming the verdict in favor of Mr. Waller, made by a lower court, Judge Barber, of the Court of Appeals, said:

"We think that the appellee was an interstate passenger and that the Maryland statute requiring segregation of white and colored passengers was not applicable to him."

Jim Crow Car Laws—1923

## Indianapolis Citizens Fight Jim Crow Cars

Indianapolis, Ind., Feb. 9.—No rest is assured this city in its fight against Jim Crow tactics. First it was given a Jim Crow park, then Jim Crow schools were fought for, Jim Crow residential districts, and now comes agitation for Jim Crow street cars.

A move emanating from a white organization known as the Better Business League of North Indianapolis, through a Mr. Yader, has asked the city that street cars in a certain section of the city be re-routed to get rid of undesirable in that section. He suggested that other cars be run for these undesirable in case of inconvenience. What he called "undesirables" were members of the Race who reside in the district, to be given the alternative of no cars at all or Jim Crow cars.

Leaders of the Race have prepared to fight the proposition tooth and nail. Already city officials have been stormed with protests.

D.C.

Indiana.

Jim Crow Car Laws—1923.

Kentucky.

## SEPARATE CAR LAW INVALID IN KENTUCKY

The American  
Courts Held Passenger

Could Not Be Jim Crow-

ed Between Charles-

ton & Cincinnati

UP TO COMMISSION

Must Say Whether Rail-

roads Can Segregate In

States Which Have No

Washington, Aug. 9.—The validity of "Jim Crow" rules on certain Southern railroads has been called into question before the Interstate Commerce Commission and that body will shortly rule whether they are legal.

Joseph P. Evans in March, 1922, bought a ticket in Charleston, W. Va., for Cincinnati.

Boarding a C. & O. train, he rode in a regular passenger coach with whites until the train reached the Kentucky line, where he was asked to move forward into another coach that was divided, half and half, between baggage and Negroes.

Evans refused, saying he knew of no law or rule requiring him to move. The conductor informed him the road had a rule, though it was secret and unpublished, requiring the segregation of Negroes from whites in trains travelling through Kentucky.

Evans still refused and later was taken into custody by a railroad policeman, removed from the train and brought before a court the following day. The court held Evans, declaring he had committed no offense. Evans thereupon commenced action before the Interstate Commerce Commission for refund of \$8.52 fare he had paid, and brought before the commission the whole question of the rights of railroads to compel segregation of passengers by color.

Hearings have been held before the commission in which Evans and the railroad submitted voluminous evidence in their own behalf. Evans was represented by an array of Negro counsel. His attor-

neys contended that the road's rule has no validity because it has never been filed with the commission, which has decreed that all railroad rules must be in its files, approved by it, before they are valid.

Additional arguments presented in a brief just filed with the commission by Evans' attorneys, subsequent to the hearings, contend that in addition to being legally invalid, the rule is unreasonable, preventing it forever from being valid. Without apparent reason, Evans' attorneys contend, the rule is enforced only in Virginia and Kentucky and not in West Virginia or Ohio.

Say Rule Is Unfair

The brief further states that insofar as accommodations provided for Negroes are unequal to those for whites, such a rule is unfair. Evans contends that where whites are permitted whole cars, Negroes should be allowed the same accommodations and not be cramped in half-and-half cars.

It is regarded as extremely probable that the commission, as a result of the Evans' proceeding, will formulate a program for "Jim Crow" regulations for the guidance of roads required or desiring to put them into effect.

J-C LAW INVALID IN KY.

COMMISSION MUST SAY WHETHER RAILROADS CAN SEGREGATE IN STATES WHICH HAVE NO LAW.

Washington, Aug. 13, 1923.—The validity of "Jim Crow" rules on certain Southern railroads has been called into question before the Interstate Commerce Commission and that body will shortly rule whether they are legal.

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# Jim Crow Car Laws — 1923.

Louisiana.

## Violates "Jim Crow" Law; Woman Arrested

NEW ORLEANS, La., Sept. 20.— (By A. N. P.)—For the first time in many years police last week arrested a colored person for violating the "Jim Crow" law as applied to trolley cars in this city, when Mary Gray, 35 years old, and residing at 2834 Napoleon avenue, boarded a car and picked a seat reserved for white patrons. She refused to move when requested and was arrested charged with violating a state law.

## Jim Crow Car Laws — 1923 Workers On Street Cars.

White-collared employees in the South Baltimore district are raising considerable rumpus because they have to sit beside overalled men just out of the fertilizer plants on the street cars. The Negro group is being especially pointed out in a number of letters of complaints reaching the press.

These complaints should be addressed, not to these soiled apparreled workmen, but to the plants which fail to provide any facilities by which these men may clean up before leaving.

The survey made last year by the Interracial Committee and the National Urban League show that the large fertilizer plants are at the bottom of the list in matters dealing with the comforts and welfare of employees.

These men work in a continual rain of dirt and grime, receive the lowest pay of any general group of men in the city, and for the most part have no places where they can clean themselves up before leaving the plant.

Don't blame the men, but blame the public conscience that will allow employers themselves to ride home in high-powered cars while imposing working conditions that menace the health and comfort of the workers, just to add a few dollars to capital's mounting millions.

## One Cent

Damages Awarded - Carl Murphy in Case Against W. B. and A. Electric Railroad.

After a debate of three hours a jury in the Superior Court awarded Carl Murphy, editor of the AFRO-AMERICAN, one cent damages in his suit for \$5,000 against the W. B. and A. Electric Railroad.

Before the compromise, the jury stood seven to five for a larger award to the plaintiff.

The case began before Judge Heusler Wednesday and lasted two days. Mr. Murphy alleged that W. B. and A. on August 17, 1918 ordered him to ride in a rear coach of a two car train between this city and Washington, and when he asked for an explanation violently pulled him from the train and caused his arrest.

The Railway Company represented by Vernon Miller, white, connected with the law office of George Weems Williams, at first set up the defense that if the Jim Crow laws had something to do with the case. Judge Heusler, upon objection of the plaintiff's attorney, Warner T. McGuinn, ruled the race question out.

Miller then switched his defense and produced employees or former employees of the company who

swore that Mr. Murphy was disorderly in the station, ran over women and children, "cussed" and kicked at employees when approached in a polite manner. The jury returned a sealed verdict which was not opened by Judge Heusler until Monday morning. The verdict was in favor of Mr. Murphy and damages were assessed at one cent. "We won a moral victory," said Mr. McGuinn. "Such a victory as white juries usually award colored people who are injured by big white corporations." The celebrated Hart case is similar.

## BALTIMORE MD NEWS MARCH 29, 1923 KEPT OUT OF COACH, NEGRO SUES RAILROAD

Carl J. Murphy Wants \$5000 From W., B. & A.

A suit for \$5000 damages, brought against the Washington, Baltimore and Annapolis Electric Railway by Carl J. Murphy (colored), who charged that he was refused admission to one of the Company's passenger trains and that railway employees caused his arrest when he persisted in boarding it, began before Judge Heusler and a jury in Superior Court today.

Murphy, who is said to be a graduate of a large Eastern university and the brother of David Arnett Murphy, business manager of the Afro-American a local negro newspaper, claims

through his attorney that he had purchased a first-class ticket to Washington and was refused admission to the car for no reason. He was arrested and taken to the Central Police Station, where he was detained and later released, he charges.

L. Vernon Miller, attorney for the railroad, said in his opening statement today that Murphy had caused disturbance as he was about to board the train.

BALTIMORE MD. EVE. SUN  
MARCH 29, 1923

## Colored Harvard Man Asks \$5,000 Damages

That Carl J. Murphy, colored graduate of Harvard University, was kept from boarding a train of the Washington, Baltimore and Annapolis Electric Railway on suspicion of being a bootlegger, was testified on the witness stand in the Superior Court today in his suit to recover \$5,000 from the railway company.

The suit is being heard before Judge Charles W. Heusler and a jury composed entirely of white men.

The chief witness today was David Arnett Murphy, a local colored newspaper man and a brother of the plaintiff. According to Murphy, his brother attempted to board a train at the old Park Avenue Station on August 17, 1918, but guards refused to let him do so.

When he remonstrated with them, it is alleged, they attacked and beat him and then ordered his arrest. It is further charged that he was detained at the Central Police Station while a large black handbag that he was carrying, was searched in the belief that it contained liquor.

## First Maryland Negro Held on 'Jim Crow' Law

Special Dispatch to The Tribune  
BALTIMORE, Aug. 20.—The first indictment of a negro for violation of the "Jim Crow" law in Maryland was returned by the grand jury to-day against Florence Johnson, who was arrested on a train of the Washington, Baltimore & Annapolis Electric Railway, bound from Annapolis to Baltimore.

She was arrested after she refused to vacate a seat in the forward section of the car, which is reserved for white passengers.

Four rear seats, under the law, are set aside for colored persons.

Maryland.

## HELD ON JIM-CROW LAW

The Guardian  
BRAVE COLORED WOMAN IN MARYLAND REFUSED TO VACATE SEAT TO BE SEGREGATED WAS ARRESTED AND CONVICTED BECAUSE LINE RAN WITHIN THE STATE LINES ONLY

Baltimore, Aug. 22, 1923.—The first indictment of a Colored person for violation of the "Jim Crow" law in Maryland was returned by the grand jury against Florence Johnson, who was arrested on a train of the Washington, Baltimore & Annapolis Electric Railway, bound from Annapolis to Baltimore.

She was arrested after she refused to vacate a seat in the forward section of the car, which is reserved for white passengers. Four rear seats, under the law, are set aside for Colored persons.

## FLOGGING CASES ALL TO BE TRIED

Solicitor Moore Says Sensational New Evidence Has Been Uncovered in Macon.

Macon, Ga., September 16.—Solicitor Roy Moore of the city court announced tonight that there will be no flogging trials this week. All cases have been continued until a week from tomorrow, he said. "There will be no cases not-prossed," he added.

New evidence of a sensational nature has been disclosed during the last day or two, Mr. Moore stated. He said that he desired to get this in shape for presentation in the next trial, hence it was necessary to do more work on the preparation of the cases, he said.

Trial of a number of smaller criminal cases during this week will give him an opportunity to complete the preparation of the bigger cases, Mr. Moore stated.

Asked if the new evidence was any stronger than had been presented to the court, Mr. Moore stated: "It could not be stronger, but there is more of it."

Jim Crow Car Laws — 1923.

Maryland.

## Slaps Conductor When Put in Jim-Crow Station

*The Afro-Argentine*  
Baltimore, Md., Aug. 25.—The first case under the "Jim Crow law," passed by the Legislature in 1908 will be brought before a jury following the arrest on a train of the Washington, Baltimore and Annapolis railway of Florence J. Johnson, of Baltimore, on a charge of "occupying a compartment set aside for white persons."

According to William J. Barter, conductor of the train, the woman boarded the car at Annapolis and sat in the fourth seat from the rear. When some white passengers got on later he asked her to move to one of the rear seats reserved for Negroes and she refused.

8-18-23  
Then, it is charged, she raised a disturbance and slapped Barter in the face. The car was stopped when it reached Baltimore and Barter ordered the woman arrested. At a hearing she asked a jury trial, and was released in care of her lawyer for grand jury action.

*Washington*  
Officials of the railroad, in discussing the case, explained that, following the passage of the act by the Legislature, the rear seats in the cars are set aside for the use of the Colored patrons.

*Del.*  
"We do not have the cars divided into compartments," said Thomas Mason, assistant to the president. "The rear seats are for colored persons, and if these are occupied by white persons when Negroes get on the car the white persons must move. Colored persons who occupy seats reserved for white persons must move to their own sections when the seats are needed. The law works both ways."

"It is in effect only on trains operating exclusively in Maryland. The passengers are not segregated on our Washington trains."

Jim Crow Car Laws — 1923.

Michigan.  
6

## SUES R. R. FOR \$175,000

*Mr. Crosby*  
Detroit, Mich., Dec. 5—Dr. E. Crosby, 668 Winder street, has filed suit against the Interstate Commerce Commission at Washington, D. C., against the Frisco Lines, Seaboard Air Line railway, Southern Railway System, Atlanta and West Point Railroad Co., Tennessee Central Railway Co., Nashville and Chattanooga and St. Louis Co., The Pullman Car Co., the Louisville and Nashville Railroad Co., Richmond Fredericksburg and Potomac Railroad Co., and the Georgia Central Railroad Co., as well as the chief of police, jails and Police Officer Watkins, of Vinita, Okla.

12-7-23  
He claims \$175,000 damages alleging he was refused Pullman accommodations, was forced to stand in jim crow cars while conductors and trainmen occupied seats, and was compelled to get out of a berth in Oklahoma and undergo arrest for violation of a jim crow car law.



# NEGRO WINS A STRONG POINT AGAINST R. R.

2-16-23  
J. H. Roberts Sues Railway  
Co., For \$40,000 For Be-  
ing Forced To Ride In Jim  
Crow Car.

## JUDGE HALL MAKES IMPORTANT RULING

Upholds The Rights Of Inter-  
state Passengers. The Case  
Attracts A Great Deal Of  
Interest.

In a suit by J. H. Roberts against the St. Louis-San Francisco Railway Company, Judge Robert W. Hall in the Circuit Court of this city, a few days ago ruled that the railroad company had no defense under the so-called Jim-Crow laws as applied to Inter-state passengers.

Roberts, who is suing the company for \$40,000, charges that he did on a certain date purchase a ticket at St. Louis to the city of McAlistier, Okla. His being a "first class" fare ticket, he rode in a chair car out of St. Louis, and was comfortably seated until he neared the Oklahoma State line, when a Negro porter, ordered him forward to the Jim-Crow section of the train. This Roberts refused to do citing the fact that he was an Inter-State passenger and therefore, the separate coach law of the State of Oklahoma did not apply to him. The porter went back and was re-enforced by the conductor, who, together, with the porter threatened Roberts in such strong terms, that Roberts reluctantly moved out of his comfortable seat into the Jim-Crow section for fear of violence and perhaps bodily injury.

After undergoing the experience, Roberts returned to St. Louis, and entered suit against the Railway Company for damages.

When the case was called in the court the railway company relied upon the Oklahoma separate coach law as its defense and also upon the rules and regulations of the company as its strongest points.

The attorneys for Roberts however, contended that their client, being an Inter-state passenger was not subject to the Oklahoma Jim-Crow law. The case attracted a deal of attraction in as much as the validity of the Jim-Crow law was at stake, and the railway company facing a judgment of \$40,000. Owing to the nature of the case, it developed into a battle between attorneys on both sides, who relied upon decisions, precedents, logic and strategy.

After hearing arguments and briefs on both sides Judge Hall sustained a motion by attorneys for the plaintiff, by denying the defense to plead that it had any right or defense under the Oklahoma Jim-Crow law or the company rules or regulations.

The ruling of the court on these two points is regarded as taking the last defense the company can offer. No appeal is expected in the case.

Roberts was represented by Freeman L. Martin, Geo. B. Jones and Frank S. Bledsoe, comprising the firm of Martin, Jones and Bledsoe, with offices at 2220 Market Street.

## NEGRO SUES FRISCO ROAD

St. Louis, Feb. 24—Robert Williams the negro soldier four times wounded during the Argonne battle has filed suit for \$50,000 in the circuit court here against the Pullman and St. Louis and San Francisco (Frisco) railroad companies. 3/2/23

The petition avers that Williams had a government transportation order for a Pullman berth and presented the order to the agent of the Frisco at Caruthersville Mo. and was told that a Negro could not get a berth on a sleeping car. Williams a patient at the United States veterans' hospital here asserts that as a result of the railroad agent refusing to allow him a sleeping car berth; Williams was compelled to spend the night in a passenger coach As a result he collapsed; and has asks \$25,000 punitive damages for humiliation and \$25,000 for injury to his health.

## "JIM CROW" LAW UPHELD.

St. Louis Jury Returns Verdict for Railroad Company.

St. Louis, Mo., Nov. 25—The verdict in favor of the St. Louis-San Francisco railroad returned by a circuit court jury late yesterday afternoon in a \$5000 damage suit brought by James Roberts, a local negro lawyer, was based on the "Jim Crow" law of Oklahoma, it was explained Saturday by lawyers. 11-26-23

Roberts testified that on December 24, 1921, he was compelled to go from a day coach to a coach reserved for negroes as the train was entering Oklahoma from Missouri. The jury held, in effect, that although Roberts paid for the comforts of the day coach, the road was obliged to comply with the laws of the various states it operated through, and therefore could not be held liable for any discomforts Roberts may have suffered as a result of the Oklahoma statute.



# RAILROAD SETTLES IN \$10,000 DAMAGE SUIT

Atlantic City, Nov. 23.—Dr. and Mrs. Edward B. Terry of this city received substantial checks last week in payment as a compromise settlement of their \$10,000 damage suit filed against the Chesapeake and Ohio railroad in the Supreme court of the District of Columbia, on charges of an alleged illegal application of the "Jim Crow" law to them as interstate passengers on Aug. 18, 1922.

En route from Hinton, W. Va., to Atlantic City, N. J., via Washington, on a through train of the C. & O., Dr. and Mrs. Terry, not being able to secure Pullman accommodations, in view of the fact that they were interstate passengers, chose to ride in the white coach rather than in the boarded off end of the baggage car provided for Race passengers. All went well until they reached Charlottesville, Va., where the conductor ordered them to vacate their seats and go into the "James Raven." Dr. Terry refused on the ground that he and his wife were interstate passengers.

The conductor thereupon insisted that the Terrys move, saying that the car in which they were riding was reserved for white people on leaving Charlottesville. The doctor refused. Then a special officer of the C. & O. Ry. company boarded the train, arrested Dr. and Mrs. Terry and arraigned them in the police court for violating the "Jim Crow" law of Virginia.

Before the police justice Dr. Terry so vehemently defended his claim to exemption from the local application of the statute that the court allowed him to deposit nominal bail for himself and wife and leave for home with the understanding that he would engage counsel and lay before the court

judicial authority supporting his contention. Subsequently, however, the court rejected the authorities submitted by counsel for the Terrys, deciding the case against them.

Attorney James C. Waters, Jr., of Washington, D. C., representing the Terrys, feeling that his clients would get a better hearing before the D. C. courts than before those of the state of Woodrow Wilson, filed suit. The company showed fight at first, but finally backed down, offering a substantial compromise.

The receiving of the checks is a great moral victory for Dr. and Mrs. Terry and constitutes a warning to other roads to proceed cautiously in their application of the nefarious "Jim Crow" laws to interstate riders. Counsellor Waters, who is also secretary of the Howard University law school, is also being congratulated

ed on his service to the Race through such an adroit handling of a difficult case.

*Chicago  
Refuse*

*11-24-23*



# THE SOUTH AGAIN STIRRED.

According to a special dispatch to the New York "World" the South was again stirred to its most intense indignation by a recent incident that occurred at Goldsboro, N. C., as reported last week. The last time this section of the country was so deeply stirred was when Governor Morrison of North Carolina discovered that commissions as notary public had been issued to several Negro citizens, to the danger and detriment of the doctrine of "white domination." To be sure, at that time the Governor seemed to be the only person greatly concerned over the matter, and he refused to renew the commissions, so the common-wealth was saved.

But this time the offence is counted more serious as it seems to constitute an innovation in breaking the unwritten laws of the South. Let the dispatch tell the awful story:

Allen Moses and his wife, wealthy Negroes, left here in Pullman berths tonight for New York. This is the first time in the history of this city that Negroes have "had the nerve" as one citizen expressed it, to buy sleeper tickets here.

White citizens are aroused, and it is said the Ku Klux Klan will be asked to give Moses a warm reception on his return.

One has only to read "Jim Crow in Texas" by William Pickens, in the last issue of the "Nation," to understand why Mr. Moses thus flew in the face of established Southern customs. But the rank injustice and absurdity remain, that the right of an American citizen to secure suitable railroad accommodation for himself and wife in any State of the Union should be questioned, so long as he is able and willing to pay for it.

If the dispatch truly represents the feelings of the white citizens of Goldsboro, there is greater need of missionary effort in that community than in foreign lands.

## Whites Shocked

### Over Pullman Service

Editor of The New York News:

Dear Sir: We are somewhat amused at the news article entitled "Southern Whites Shocked When Wealthy Colored Man Rides in Pullman." This occurrence only explains the stupidity of the prejudiced folk. There are some 10,000 colored porters who care for and protect the lives and happiness of millions

of this kind every day in the year. Just think what would happen when this hatred is transferred from the white group to the black. It would be an easy matter for this cracker to sleep on forever in any Pullman where he might seek for rest in the hands of a member of this race whom he so hates. Some day, some day these oppressions will be resented.

FROM A COLORED CITIZEN.

## Southern Whites Shocked

### When Wealthy Colored

#### Man Rides in Pullman

GOLDSBORO, N. C., Aug. 10. — Oh, boy! the crackers in this section are sure on their "high horses." Allen Moses and wife, reputed to be wealthy and respectable citizens, left here the other day in Pullman berths for Washington and New York. Once they were discovered, the word was flashed around the town and all kinds of expressions were heard. One white man at the station told a newspaper man, "This is the first time in the history of our city that Negroes have had such nerve." One big strapping farmer heard about Mr. Moses and could not believe the story. He hastened to the station for proof, and when he discovered it was true he fainted. A group of white men have formed a committee and threaten that the Ku Klux Klan will be asked to attack Moses on his return.

## STIRRED TO ANGER AS NEGROES BUY SLEEPER TICKET TO NEW YORK

(Special Correspondence) Goldsboro, N. C. — A ridiculous manifestation of racial envy and prejudice was given expression here Monday when Mr. and Mrs. Allen Moses, a well-to-do colored couple living in this community left on a trip to New York.

Mr. Moses had secured Pullman accommodations to New York, a common occurrence in various sections of the South where hate is not permitted to outweigh justice and consideration. But it appears that Goldsboro whites are not of that class.

One of these broad-minded (?) and liberal-hearted (?) citizens who is hardly able to raise railroad fare to the next station said it was the first time in the history of this village that a Negro "had the nerve" to buy Pullman tickets here. And this same gentleman is sponsor for the promise of a

## PREJUDICE

### NOT PRICE.

The Negro Star  
By The Associated Negro Press.)  
GOLDSBORO, N. C., Aug. 24. — The Ku Klux are now busying themselves in an effort to stop colored passengers from using Pullmans while traveling to and from the North. Mr. and Mrs. Allen Moses, well to do and highly respected residents of the community, recently left for Washington and New York, via Pullmans, and the "event" has created "consternation." This is regarded here as mere "propaganda," for it is known that colored passengers are constantly securing Pullman accommodations to and from all sections of the country, and under the inter-state commerce act, cannot be prevented. The Ku Klux have announced that they will give Mr. and Mrs. Moses a "warm reception" on their return. "Who's afraid?" asked one bystander when the report was heard.



# DOCTOR DRAGGED FROM TRAIN IN OKLAHOMA TOWN

company him to headquarters. He told the prisoner that he had had a h—l of a time getting the state charges against him erased. When he found Dr. Crosby had a ticket for this city, the chief of police informed him that a train for Oklahoma City would leave Vinita in another hour and that he could in all safety leave on it. Crosby left.

Dr. Crosby is a brother of Mrs. Fannie Coleman of Chicago.

## Loses Baggage; Pulled Out of Berth by Police and Placed Behind Bars

Oklahoma City, Okla., May 11.—  
"Get down out of there, boy, and come with me," yelled a police officer at Vinita, Okla., at Dr. E. Crosby of Detroit, Mich., traveling a Pullman from Kansas City, Mo., to this city. The doctor was pulled out of the Pullman berth with only his trousers on and forced to ride the police flivver to jail.

At the jail he was fed white meat bacon, coffee, canned cream, fist-size biscuits and thick gravy in a tin pan pushed into him under the cell door.

### Visited by Chief

Later he was visited by the prosecuting attorney of the county and then by the chief of police, who secured his release and let him continue his journey minus his baggage.

Dr. Crosby bought passage from Kansas City to Oklahoma City. When he had crossed the state line the conductor of the train woke him in his berth and informed him that he had entered Jim Crow territory, asking him if he wanted to go into the segregated day coach. The physician told him that he would go if he was ordered, but without an order he would not. The conductor did not give the order.

That was at 3:30 in the morning. At 5:30 Crosby was awakened again, the conductor explaining to a policeman he had sought at Vinita that the object of their search was in a certain berth. The officer drew the curtains back and ordered the doctor to get out. As soon as he had put on his trousers he was seized and rushed to the police Ford and thence to the jail.

### Demanded Warrant

Three hours later the prosecuting attorney of the county came to the cell and asked Dr. Crosby if he wanted a trial. The attorney was told that a warrant for arrest was what the physician would rather have, whereupon the prosecutor assured him that such would be forthcoming, also an attorney.

An hour later the chief of police called at the cell and instructed the doctor to get his belongings and ac-



# JIM-CROW IN TEXAS!

By WILLIAM PICKENS in The Nation.

*The Houston Chronicle 8-18-23*

The classics tell about the tortures invented by the Sicilian tyrants, but the Sicilian genius for cruelty was far inferior to that of the fellow who contrived the Jim Crow car system to harrass the colored population of the South. There are tens of thousands of white people in this country who would be uncompromisingly opposed to this exquisite torture if they only understood it. But they are not "jim crowed," they have not the experience, and they do not and almost cannot understand what the colored brother finds to complain of. Have you noticed how difficult it is to explain a sensation or a pain to some one who never experienced it?

Fourteen states have Jim Crow car laws. Not one of them maintains "equal accommodations" for colored people, although the law generally calls for accommodations "equal in all points of service and convenience," so as to square with the Fifteenth Amendment. Nobody expects the railroads to go to the expense of duplicating their accommodations for the colored, non-voting, minority population. The result is that the colored traffic is usually attached to the general service with the least possible expense: a small waiting-room in one corner of the station, generally unswept and otherwise uncared-for; a compartment in one end of the white men's smoker for all the colored people—men, women, and children—to ride in; generally no wash basin and only one toilet for both sexes; with no privilege of taking meals in the diner or buying a berth in a sleeper. Colored passengers taking a journey of several days must either carry cold food enough to last or else buy the high-priced trash of the newsboy.

A colored woman traveling three nights from El Paso, Texas, to Charleston, S. C., with a baby and small children, is compelled to carry cold food and sit up on straight-backed seats for the whole trip. A colored woman of Portland, Ore., editor of a paper there, bright, intelligent and attractive, respected by the best known white and colored people of the state, was visiting her parents in Texas, carrying her infant and a small child of 3 years. On their third night's ride, in Texas, she was compelled to get up, dress herself and babies, and vacate her berth because some short-distance white passengers objected to her presence in the car. A colored person who was hurrying from Florida to undergo an operation by an expert in Chicago had to risk death by a twenty-four-hour ride in a Jim Crow day coach. Sick colored people sometimes have to be carried on stretchers in the baggage car.

Let us look at an actual case of Jim Crow, which is typical of practically the whole South. This system is not designed to rid white people of the mere physical presence of the Negro, for a white man who objects to a colored person who rides in the other end of the car may have a colored servant with his family in his end of the car, and this colored servant may sleep in his house and be a wet-nurse for his baby. I shall use the first person singular and attempt to tell of Jim Crow experiences, without exaggeration and without abatement. I sit in a Jim Crow as I write, between

El Paso and San Antonio, Texas. The Jim Crow car is not an institution merely to "separate the races"; it is a contrivance to humiliate and harass the colored people and to torture them with a finesse unequalled by the cruelest genius of the heathen world. The cruder genius broke the bodies of individuals occasionally, but Jim Crow tortures the bodies and souls of tens of thousands hourly.

In the last two months I have ridden many thousands of miles in comfortable Pullman reservations out from New York to the great Northwest, with many stops and side trips; then down from Tacoma and past the Golden Gate to the City of the Angels, from the red apples of Spokane to the golden apples of the southwestern Hesperides; and then on by the petrified forest, the great canyon, and through the ancient cliff-dwellings of man to Albuquerque, N. M. In Albuquerque I had bought my reservation to El Paso, Texas. El Paso is where the train would enter Texas, and both my tickets terminated there. But so thoroughly is it understood that Jim Crowism is not designed merely to "separate," but also to humiliate, colored passengers that the thing is always in the consciousness of the railway employes, even those who operate in and out of Jim Crow territory, and they begin to "work on you" as soon as you buy a ticket that leads even to the limbo of this hell.

"Well, you can't ride in this car after you get into Texas. You'll have to get out of this car in Texas, and I suppose you know that?" This from the Pullman conductor, in a very gruff

and loud voice, so that the whole car might hear him, while he and others stare and glare upon me. His speech is absolutely unnecessary since my tickets call only for El Paso, but the object is to "rub it in." I answered with not a word nor a look, save such mild and indifferent observation as I might bestow upon idiots who should spit at me or lick out their tongues as I passed by their cells of confinement.

In El Paso, because of the miscarriage of a telegram, my friends did not meet the train and I had to call them up and wait till they came down. I was meanwhile shown to the "Negro" waiting-room, a space of about twenty by twenty, away off in one corner of the station structure like a place of quarantine or a veritable hole in the wall. I had to traverse the entire length of the great main waiting-room in order to reach this hole. This main waiting-room has all the conveniences, phone booths, ticket offices, and what not. And whom do you suppose I saw in this main waiting-room as I passed through? Not only the "white people," but all the non-American "colored peoples," yellow Chinese, brown Japanese, and the many-colored Mexicans, some dirty with red handkerchiefs around their necks and carrying baskets and bundles with fruits, vegetables and live chickens. These Mexicans are the people whom the colored soldiers of the

Twenty-fourth infantry held off those white people some years ago. And if we should go to war with Japan the colored American will again be expected to rush forth from that hole in the wall to the defense of his white com-

patriot. I say all this without the slightest feeling of animosity toward any race, and absolutely without scorn of any human misfortune. I am only stating the case plainly. And when I reached the little humiliating hole assigned to "Negroes," I found there only four or five colored people, all intelligent, not one of them conspicuously unkempt like some of the Mexicans in the main waiting-room. Those Mexicans were being treated as human beings, as they should be treated. These colored people knew that this arrangement was not so much for their separation as for their humiliation and attempted degradation, and it formed the burden of their conversation.

I stayed in El Paso two nights and three days. Its colored people are alert to the situation. By means of their automobiles they protected me against the "rear-seat" treatment of the electric street cars. They took me across the shallow Rio Grande into Mexico, just a few hundred yards from Jim Crowism. And over there, blessed you, white and black people come out of Texas and gamble at the same table, drink at the same bar, and eat in the same restaurant, while the dark and almost black Mexican stands around as the policeman and the law.

Then I went to buy a ticket for San Antonio. I did not expect to buy a Pullman ticket, but I did expect to buy a day coach ticket on any train. But I found that colored passengers are allowed to go to San Antonio on but one train a day, the one that leaves at night. The morning train carried only Pullmans, and colored folk are made to wait twelve hours longer for the train that carries a Jim Crow compartment. A colored man's mother may be dying in San Antonio, but he must wait. Any Mexican, however, whom the colored infantry fought on the border and did not happen to kill, can ride on any train. Any foreigner, or any foreign spy who happens to be loose in the land, can travel freely, but not the mothers or wives or sisters of the black Americans who fought, bled and died in France. Any one of the world, be he an unlettered Mexican peon, an untrammelled Indian, or a representative of the uncivilized "white trash" out the South, can get either train; but the Negro, be he graduate of Harvard or bishop of the church, can go only once daily. Now if the Negro can be limited to once a day while others ride on any train, the Negro can be limited to one day a week while others ride seven, or even to one day a month while others ride thirty.

I took the train that leaves at night. It is a ride of about twenty-four hours. Through friends it had been arranged that I be given a berth, late at night, after all the white people had gone to sleep and could not see me, and perhaps be called early before any of the whites were up. The money was accepted from my friends, even tips, but only the porter was sent to bring me a pillow into the Jim Crow car, and they still have the money. In the morning I went back to see if I could get some breakfast in the dining car, before 7 o'clock, before the whites got hungry. And what did I find as I passed through the whole string of Pullman cars in the rear? All the races of the world, as usual, save only the most loyal of all Americans. In the Jim Crow car there was but one toilet and wash-room, for use of colored women and men. And the Jim Crow car is not a car, mind you, but only the end of a car, part of the white men's smoker, separated from the white smokers only by a partition that rises part of the way from the floor toward the ceiling, so that all the sickening smoke can drift over all night and all day. And yet what do you suppose the colored porter said as he swept out the Jim Crow end this morning? Nobody asked him, he volunteered as he swept: "Well, this is the cleanest floor I have to sweep every morning. Them white folks and Mexicans and things back yonder sho' do mess up the floors!"

When I reached the dining-car there was not another person there. I was asked did I "want anything." I replied briefly, breakfast. Then there was confusion and much conferring between the steward and several colored waiters at the other end of the car. The steward kept glancing at me meanwhile, as if endeavoring to "size me." Finally I was given a seat at the end of the car where the porters eat. Oat meal, eggs, and postum were brought, and then a green curtain was drawn between me and the rest of the vacant dining-car! Remember, this did not all happen in some insane asylum, but in Texas. The check on which I was to order my food was a green check, a "porter's check," so that I should not need to be treated to such little formalities as an extra plate or a finger bowl. I deliberately wrote my name down in the blank for "porter," but I was charged a passenger's fare. It all meant that I would not eat any more that day, although I was not to reach San Antonio till 8 or 9 at night. One must be an idiot not to comprehend the meaning and the aim of these arrangements. There is no such thing as a fair and just Jim Crow system with "equal accommodations," and in very human nature there will never be. The inspiration of Jim Crow is a

*8-18-23*



feeling of caste and a desire to "keep in its place," that is, to degrade, the weaker group. For there is no more reason for a Jim Crow car in public travel than there would be for a Jim Crow path in the public streets. Those honest-souled, innocent-minded people who do not know, but who think that the Jim Crow system of the South is a bona-fide effort to preserve mere racial integrity on a plane of justice are grievously misled. Any man should be permitted to shut out whom he desires from his private preserves, but justice and Jim Crowism in public places and institutions are as far apart and as impossible of union as God and Mammon.

## Jim Crow Here and There

TO THE EDITOR OF THE NATION:

SIR: I notice that one of the railroad men who wrote to *The Nation* regarding my article, Jim Crow in Texas, merely hinted at "exaggeration." I did not tell the worst things to be told in that article, for I only told what had happened to me. Worse things have happened to others. A Negro bishop and his wife were made to get up in their night clothes and get out of a Pullman berth in Kentucky, simply because whites aboard objected to their presence on the car. A white woman was awarded "damages" against a railroad in Mississippi because she had to ride on a Pullman car in which some Negro bishops had a section. Two colored workers of the International Y. W. C. A. were compelled to get out of the drawing-room of a Pullman car a few months ago in Texas because whites who were riding in the open part of the car, and who could not even see the colored women in the drawing-room, and who only accidentally learned that colored people occupied this very separate accommodation, objected.

Coffeyville, Kansas, September 21

WILLIAM PICKENS

## ONE TRAIN A DAY IN TEXAS

*The Afro-American 8-17-23*  
**William Pickens Tells How Cracker State  
Runs Railway Trains Upon Which No  
Colored People May Ride**

By WM. PICKENS

New York, Aug. 16.—The "Nation" said yesterday:

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A colored woman traveling three-necks and carrying baskets and nights from El Paso, Texas, to bundles with fruits, vegetables, Charleston, S. C., with a baby and and live chickens.

These Mexicans are the people who cold food and to sit up on whom the colored soldiers of the Twenty-fourth Infantry held off straight-backed seats for the whole trip.

A colored woman of Portland, Oregon, editor of a paper there, bright, intelligent, and attractive, again be expected to rush forth respected by the best-known white and colored people of the State, defense of his white compatriot. I say all this without the slightest feeling of animosity toward any race, and absolutely without scorn of any human misfortune. I am only stating the case plainly. And when I reached the little humiliating hole assigned to "Negroes," I found there only four or five colored people, all intelligent, not one of them conspicuously unkempt like some of the Mexicans in the main waiting-room.

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# WALKS, NO JIM-CROW

*The Guardian*  
FOR AN INDIAN—GETS OFF TRAIN  
AND WALKS 20 MILES IN VIR-  
GINIA WHEN ORDERED OUT OF  
CAR "FOR WHITES"—OUR OWN  
RACE STARTING FROM D. OF C.  
COULD GET IN SO-CALLED  
"WHITE COACH" REFUSE TO  
MOVE OUT WHEN TRAIN GOES  
INTO VIRGINIA. 12-10-23

Richmond, Va., Dec. 11.—A mass-  
acre almost occurred on a late R. F.  
& P. train between Washington and  
Doswell when a conductor insisted  
that Joseph E. Oldshields, a full-  
blooded Sioux Indian, and grandson  
of the late famous Chief Red Cloud  
of North Dakota, should ride in the  
"Jim Crow" car or walk. Joe pre-  
ferred the latter method and indig-  
nantly stepped off the train at Dos-  
well and walked the 20 odd miles into  
Richmond.

*Boston, Mass.*  
Served in World War

The Indian, who had served through  
the World War with the United States  
marines, re-enlisted recently in Chi-  
cago and was on his way to Quantico  
for training. He failed to recognize  
Quantico as the train passed through  
the city from Washington and the con-  
ductor did not find him until the train  
neared Doswell. The conductor of-  
fered to carry him to Richmond, but  
refused to allow him to remain in  
the "white" section of the train, and  
Joe refused to ride in the "other"  
section.

Joe walked into the marine recruit-  
ing station here and reported to Cap-  
tain Strong. After his papers were  
examined and his story told the cap-  
tain furnished him with transporta-  
tion to Quantico and a letter "to whom  
it might concern," saying that Joseph  
E. Oldshields was not "Colored," but  
a descendant of one of the oldest and  
at one time most prominent families  
of America.

Joe is a little more than six feet  
tall and weighs about 135 pounds.  
He is dark, but his features are finely  
shaped and his hair is long, straight  
and black. He said he would be glad  
to get back in the marine uniform so  
there would be no chance of having  
his nationality confused.